

AGENDA
CITY OF TILLAMOOK COUNCIL MEETING
~ MONDAY, AUGUST 6, 2012 AT 7:00 P.M. ~
TILLAMOOK CITY HALL, 210 LAUREL AVENUE
www.tillamookor.gov

6:00 P.M. EXECUTIVE SESSION – Litigation per ORS 192.660 (2)(h)

7:00 P.M. CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES—Special City Council Meeting June 26, 2012, Regular City Council Meeting July 16, 2012

PROCLAMATIONS

PRESENTATIONS

1. Beautification Award
2. ODOT Power Point Presentation on US Hwy 101/OR Hwy 6 Project

CITIZENS HEARING/AUDIENCE COMMENTS – Non Agenda Items

(This is the time reserved for citizens to address the Council on matters related to city government and properly the object of Council consideration. Time is limited to five (5) minutes for each speaker, unless the Council decides prior to the citizen hearings period to allocate more or less time. The purpose of the citizen hearings period is to provide citizens an opportunity to be heard by the council, primarily on issues not on the agenda).

NEW BUSINESS

1. Set Workshop to Discuss Transportation Funding Opportunities
2. Council Dues

PENDING BUSINESS

1. Chamber Agreement—Drafts 3 & 5 for Review

LEGISLATIVE:

1. Resolution #1616-- Amending Salary Schedule and Organizational Chart in the Employee Handbook (sent under separate cover)

COUNCIL CONCERNS – Non-Agenda Items

MONTHLY REPORTS

1. Police Chief
2. City Planner
3. Mayor – verbal report

COMMITTEE REPORTS

1. Associations Committee
2. Personnel Committee

STAFF COMMUNICATIONS/CORRESPONDENCE/DISCUSSION

1. Thank You from June Dairy Parade and Festivals Committee

AUTHORIZATION TO PAY BILLS

ADJOURNMENT

THIS IS A PUBLIC MEETING PER ORS CHAPTER 192. THE CITY COUNCIL RESERVES THE RIGHT TO CALL AN EXECUTIVE SESSION PER ORS 192.660. CITY HALL IS HANDICAP ACCESSIBLE. PLEASE CONTACT THE OFFICE OF THE CITY MANAGER SHOULD SPECIAL ACCOMMODATIONS BE REQUIRED. CITIZENS WITH VISUAL OR MANUAL IMPAIRMENTS MAY CONTACT THE OREGON RELAY SERVICE BY PHONING 1-800-648-3458 (TDD) OR 1-800-848-4442 (VOICE). THE CITY OF TILLAMOOK IS AN EQUAL OPPORTUNITY PROVIDER AND EMPLOYER.

Upcoming City Related Meetings:

1. Planning Commission: August 2 & August 16, 2012 @ 7:00 p.m.
2. City Council: August 20, 2012 @ 7:00 p.m.
3. Holden Creek Group: August 28, 2012 @ 10:00 a.m.
4. Public Works Committee: August 28, 2012 @ 3:00 p.m.
5. Personnel Committee: September 11, 2012 @ 2:00 p.m.
6. Tillamook Urban Renewal Agency (TURA) Sept. 12, 2012 @ 5:30 p.m.

POSTED: August 3, 2012

City Hall * Tillamook County Courthouse * Tillamook Fire District * Tillamook County Library

CITY OF TILLAMOOK
City Hall, 210 Laurel Avenue
Special City Council Meeting Minutes
Tuesday, June 26, 2012

I. EXECUTIVE SESSION

Property Negotiations ORS 192.660 (2)(e)
Personnel ORS 192.660 (2)(h)

II. CALL TO ORDER

Mayor Weber called to order the special meeting of the **Tillamook City Council** at **7:00 p.m.** on **Tuesday, June 26, 2012** in **City Hall at 210 Laurel Avenue in Tillamook, Oregon.**

III. ROLL CALL

City Recorder Donowho conducted a roll call. The following persons were present:

Mayor Weber
Councilor Joe Martin
Councilor Matt Harris
Councilor Steven Forster
Councilor John Sandusky
Councilor Doug Henson

Absent: Councilor Cheryl Davy (Excused)

Staff Present:

Paul Wyntergreen, City Manager
Arley Sullivan, Public Works Director
Abigail Donowho, City Recorder
Terry Wright, Chief of Police

IV. AGENDA

The posted agenda for the meeting of June 26, 2012 is attached and by this reference is made a part of the record.

V. ADDITIONAL INFORMATION PROVIDED TO MEMBERS AFTER PACKET ISSUED: (Copies attached)

- a.) A/P Special Batch 6/26/2012

NEW BUSINESS

- a.) **Request for Street Closure at 10th and Ivy on July 29, 2012**—**Mayor Weber** noted the request by the Ayers Family for a street closure for a family block party. **Councilor Sandusky moved to grant the Ayers Family Request for a street closure at Tenth and Ivy on July 29, 2012. Councilor Forster seconded. The motion carried unanimously by Council seated.**
- b.) **Request for Increased Work Hours**—**City Manager Wyntergreen** explained that the County Public Works is asking for an extension of time for the work day for the Third Street project. The change would effectively allow a longer work day from 7:00 a.m. to 7:00 p.m., seven days a week. **Councilor Forster** added that he is in favor of expediting the project if possible. **Councilor Forster moved to approve the increased hours of the work on the Third Street project from 7:00 a.m. to 7:00 p.m., seven days a week. Councilor Sandusky seconded and clarified that this was only for this instance, not a change in the ordinance. Motion carried unanimously by Council seated.**

VI. PENDING BUSINES

- a.) **Improvements to Kinsman Property**—**City Manager Wyntergreen** explained the City is looking at the cost estimate for moving Public Works in to the newly acquired shop property on Third Street. An architect is working on

the move-in costs and hoping to bring costs down further if possible. The project estimates will be taken to the TURA in order to request help to finance the capital improvements.

VII. LEGISLATIVE

- a.) **Resolution #1609—Adoption of the 2012-13 Fiscal Year Budget and Levy of Property Taxes—Councilor Forster** moved to adopt Resolution 1609, a Resolution Adopting the 2012-2012 Budget, Levying, Appropriating, and Categorizing the Taxes. Councilor Martin seconded. Councilor Henson brought a concern regarding the Downtown Resource Aide position being laid off. Police Chief Wright noted that although the Aide position has been cut, a new officer is being hired next week and going off to the Academy. He is optimistic that a second officer will be hired in August as well. Motion Passed four-to-one (4-1), nay vote cast by Councilor Henson.
- b.) **Ordinance #1268—Second Reading of An Ordinance Providing for the Vacation of a Portion of Second Street West of Birch Avenue, East of Ash Avenue Between Blocks 3 & 10 of the Second Stillwell Addition and a Portion of Ash Avenue Extending Distance of Approximately 270 Feet North of Second Street West of Block 3 of the Second Stillwell Addition Located Within the City of Tillamook, Tillamook County, Oregon—Councilor Sandusky** moved for the second reading of Ordinance number 1268, an Ordinance Providing for the Vacation of a Portion of Second Street West of Birch Avenue, East of Ash Avenue Between Blocks 3 & 10 of the Second Stillwell Addition and a portion of Ash Avenue Extending Distance of Approximately 270 Feet North of Second Street West of Block 3 of the Second Stillwell Addition Located Within the City of Tillamook, Tillamook County, Oregon by title only. Councilor Forster seconded. Motion carried unanimously by Council seated. City Recorder Donowho gave the second reading of Ordinance number 1268 by title only.

Councilor Forster moved to adopt Ordinance 1268. Councilor Martin seconded. Motion carried unanimously by Council seated with the following roll call vote:

Councilor Joe Martin	Yay	Councilor Matt Harris	Yay
Councilor Steven Forster	Yay	Councilor John Sandusky	Yay
Councilor Doug Henson	Yay		

VIII. COUNCIL CONCERNS

- a.) **Councilor Martin** stated he prefers to have all confidential information in paper format only.
- b.) **Councilor Sandusky** commented that the parade was great and thanked the authorities for their help.
- c.) **Councilor Henson** added that as there is only one item on the agenda for the July 2, 2012 City Council meeting and asked the Council to revisit canceling the meeting. After discussion, **Councilor Harris moved to cancel the Regular City Council meeting of July 2, 2012. Councilor Martin seconded. Motion carried four-to-one (4-1), nay vote cast by Councilor Forster.**

IX. AUTHORIZATION TO PAY BILLS

The Finance Committee had reviewed the current bills prepared for payment. A copy of the voucher register is attached and by this reference is made a part of the record. **Councilor Martin moved to pay the bills approved by the Committee. Councilor Sandusky seconded. Motion carried unanimously by Council seated.** Bills were paid in the following total amount:

GENERAL CHECKING ACCOUNT			
<u>BATCH TYPE</u>	<u>DATE</u>	<u>CHECK RANGE</u>	<u>AMOUNT PAID</u>
Special Batch	06/26/2012	32416-32418	\$ 14,885.71

X. ADJOURNMENT

There being no further business, **Mayor Weber** adjourned the meeting at **7:20 p.m.**

Minutes approved by:

Suzanne Weber, Mayor

Date

Minutes submitted by:

Abigail Donowho, City Recorder

Date

- c) **City Planner**—**Mayor Weber** stated that she wrote a letter to the Planning Commission to begin looking at the Town Center Plan for design standards and murals. She also met with the Commissioner regarding the Comprehensive plan. Sign standards and enforcement were discussed among the Council. As the codification is finalized, it will shed some light on where Ordinances may need revision.
- d) **Finance Office**—The Finance Officer's monthly report was included with Council packets.
- e) **City Manager**—**City Manager Wyntergreen** stated that the RARE Student interviews would be this week. Once selected, the intern will be with the City for 11 months to work on various projects and plan implementation. He has been working with the Chamber to revise the TRT allocation contract from 1% to 1.8% of total TRT funds. **Wyntergreen** asked for direction on whether to have two contracts—the old and new, or to consolidate the terms and move forward. The Council reached a consensus to have a new contract for simplicity. He also reported that the State is modifying its process for road project funding for 2018. The changes require an application by October 1, 2012 to be eligible.
- f) **City Recorder**—**City Recorder Donowho** reminded the Council to have all election forms turned in to City Hall by August 15th in order to obtain signature verification from the County Clerk. She also asked the Council to confirm whether or not they will attend the LOC conference in September.
- g) **Mayor**—**Mayor Weber** asked the Council to take note of the plantings at Sue H. Elmore Park and the Transportation District—they are beautiful. She expressed thanks to Hidden Acres for their work. She has received good reports regarding the Public Market's Street Fair and the Farmer's Market this summer. Also of note was the excellent landscaping on First Street that Terry Phillips has in front of his business and home. She was informed that the Blue Heron will no longer have a fireworks show for the 4th of July. ODOT Stakeholders are meeting to discuss the Highway 101/Highway 6 project. The Mayor attended the tsunami warning siren meeting where the majority of Tillamook County was represented. There are problems with some sirens and alternate avenues of warning are being investigated.

XIII. COMMITTEE REPORTS

- a) **Personnel Committee**—**Councilor Sandusky** stated that the Committee reviewed the health insurance changes as previously addressed in the resolution passed tonight.
- b) **Beautification Committee**—**Councilor Forster** reported that there was no quorum, so no action items were discussed. The Tour des Trees was elaborated on for the Committee.

XIV. AUTHORIZATION TO PAY BILLS

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GENERAL CHECKING ACCOUNT

<u>BATCH TYPE</u>	<u>DATE</u>	<u>CHECK RANGE</u>	<u>AMOUNT PAID</u>
A/P Batch	07/16/2012	32423-32514	\$ 134,010.56
Special Batch	07/02/2012	32419-32422	\$ 12,638.00

XV. ADJOURNMENT

There being no further business, **Mayor Weber** adjourned the meeting at **8:59 p.m.**

Minutes approved by:

Suzanne Weber, Mayor

Date

Minutes submitted by:

Abigail Donowho, City Recorder

Date

Property Improvement and Beautification Award

Presented to

Kenzie's Closet

**located at
116A Main Avenue in Tillamook**

**Voted the Most Improved Property and Landscape
by the City of Tillamook in July 2012**

Signed and dated this 6 day of August, 2012

Mayor Suzanne Weber

Councilor Matthew Harris, Ward 2

2015-2018 STIP Enhance Project Application/Selection Process
Draft Timeframes
7/31/12

- **September 20, 2012** Application process begins
- **October 16, 2012** OTC meeting with ACT chairs
- **November 27, 2012** Applications must be submitted to specified Region e-mail address by noon this day
- **Nov 27-Dec 5, 2012** Regions review applications for eligibility
- **December 6, 2012** Applications distributed to ACTs and MPOs for deliberation and 150% list development/prioritization
- **March 15, 2013** ACTs submit 150% recommendations to Regions by close of business
- **March 18-July 19, 2013** Regions scope 150% lists
- **March 21, 2013** Regions provide their 150% lists to TDD for distribution to OTC, OFAC and Joint TE-OBPAC Committee
- **June 19, 2013** OTC, OFAC and Joint TE-OBPAC Committee provide input on 150% lists
- **July 22, 2013** Regions provide scoping information to Area Managers and ACT chairs; ACTs and Regions begin developing project recommendation lists
- **October 4, 2013** Regions provide their project recommendation lists to TDD for compilation and OTC consideration
- **Oct 7-Nov 13, 2013** OTC review of project recommendation lists and allocation of discretionary 20%
- **December 20, 2013** OTC releases draft 2015-2018 STIP for review
- **February 14, 2014** Draft STIP Public Review process complete
- **March 14, 2014** ACT/MPO/OTC etc. review of comments complete
- **April 18, 2014** Complete any necessary adjustments to draft STIP
- **April 21-Aug 15, 2014** Conduct air quality conformity determinations
- **September 30, 2014** Final STIP available for review
- **Oct 1-Dec 19, 2014** Review of final STIP by ACTs, MPOs and other stakeholders
- **January 21, 2015** OTC review and approval of final 2015-2018 STIP
- **March/April 2015** USDOT review and approval of 2015-2018 STIP

Introduction to Enhance and Fix-It for the 2015-2018 STIP

Draft July 30, 2012

1.0 Overview

This purpose of this paper is to provide the following information:

- Explain the rationale for the change in process
- Explain what are Enhance or Fix It type projects
- The framework in which the ACTs and MPOs should be using in the selection of the recommended projects to be funded by enhance funds
- Outline the sequence of steps in the development

The expectation of the Oregon Department of Transportation (ODOT) is to be multimodal and identify and fund the best transportation project solution to address a problem. As the agency develops the 2015-18 STIP, we have an opportunity to take steps toward an improved process that allows for the maximum flexibility in the use of the limited funds. The Oregon Transportation Commission (OTC) needs the ability to apply the available funds in the broadest possible way.

The Oregon Transportation Plan and the supporting modal plan policies identify the need to maintain and preserve the existing transportation assets. With limited funds it is not possible to maintain the existing system and yet some expansion to develop a fully multimodal system is necessary. This process will provide an opportunity for the Oregon Transportation Commission to provide policy direction on balancing between maintaining the system and enhancing the State of Oregon's multimodal transportation system.

The OTC and ODOT are instituting change by which the State Transportation Improvement Program (STIP) is developed. The STIP development process will no longer be developed as a collection of programs tied to specific pools of funding dedicated to specific transportation modes or specialty programs. Beginning in the summer of 2012, the STIP will be divided into two broad categories: "Fix-it" and "Enhance."

Definitions:

- | | |
|----------|---|
| Enhance: | Activities that enhance, expand, or improve the transportation system |
| Fix-It: | Activities that fix or preserve the transportation system |

The primary objective of this change is to enable ODOT to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in a truly multi-modal way.

There are a number of issues driving the need for this change. Perhaps most importantly, in a period of time where revenue for transportation system maintenance and improvement is limited and declining, it is important that the transportation investments that are made effectively address a wide range of issues from safety,

mobility, and accessibility to economic development, sustainability, energy, health, and community livability. In short, the agency needs to identify the most effective projects based on community and state values, rather than those that fit best into prescribed categories. The new STIP development process is also in alignment with ODOT's internal effort to "right-size" the agency and reorganize itself along functional lines (rather than modal or program lines) to better adapt to a future of continuing financial constraints.

At the core of this new approach is a single application process for all projects that will be funded under the Enhance side of the STIP. Enhance projects will be selected by the OTC based on recommendations that are developed by local governments and agencies through a review and prioritization process conducted by the Metropolitan Planning Organizations (MPOs), where applicable, and the Area Commissions on Transportation (ACT) which have been established as formal advisory bodies to the OTC. The Fix-It portion of this process will be discussed in Section 1.5 below.

The purpose of this guidance document is to provide some perspective and considerations for reviewers to use when evaluating and prioritizing Enhance project applications. Project activities that are eligible for Enhance category funds include:

- Bicycle and/or Pedestrian facilities on or off the highway right of way
- Development STIP (D-STIP) projects (development work for projects that will not be ready for construction or implementation within the four years of the STIP)
- Projects eligible for Flex Funds (the Flexible Funds program funded Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs, and services)
- Modernization
- Protective Right of Way purchases
- Public Transportation (capital projects only, not operations)
- Recreational Trails
- Safe Routes to Schools
- Scenic Byways
- Transportation Enhancement
- Transportation Demand Management

Because of the wide diversity of projects that are expected to be submitted, a formal scoring process is not advisable for this process. This STIP development process will ultimately be subjective and largely driven by matching identified problems with cost-effective solutions that reflect local values and issue concerns. However, there are some practical side boards that can be established to help guide the recommendation decision-making process. The remainder of this document will provide those policy-based and practical parameters.

It should be noted that these guidelines are not intended to be definitive or inclusive of all possible considerations. Other considerations of local or regional importance may be factored into any selection recommendation process. The only real requirements within

the selection recommendation process are that the projects requested legitimately address at least one of the benefit areas included in the application (addressing multiple areas generally makes for a stronger application) and what ever logic and rationale is use to make the priority selection recommendation decisions is clearly and thoroughly documented.

The OTC has also provided significant guidance over the last year about what will constitute a successful project as funding becomes more limited and projects become more difficult to implement. As has been the case for many years, the OTC continues to put a strong emphasis on first preserving the existing transportation system. This is evidenced by the funding split between the Fix-it portion of the proposed new STIP (76%) and the Enhance portion (24%).

In addition, this process applies primarily to projects for 2016 to 2018, as projects for 2015 have been largely selected under previous procedures. Since the STIP is updated every two years, there will be an opportunity to review the later projects in the STIP and to improve on the STIP selection process for the next STIP update cycle.

Note also that all legal obligations for developing the STIP, including any minimum expenditures, will continue to be honored in this STIP and all later STIPs. This includes any federal requirements that may change with updates to federal law including the recent MAP-21 transportation authorization legislation and any successor legislation. ODOT will try to mirror changes in law in the STIP process, where appropriate. For example, MAP-21 groups together several kinds of projects that were formerly called out in separate programs under one Transportation Enhancement program. Similarly, in Oregon's process, all these kinds of enhance projects are eligible to apply for funding under Enhance.

1.1 The Oregon Transportation Plan

The Oregon Transportation Plan (OTP) set the stage for ODOT's transition to a more multimodal agency with multiple goals and policy objectives when it was adopted in 2006. Demonstrating how a project will meet or advance the OTP goals and objectives will be an asset to any Enhance application and will ultimately strengthen its chances of being chosen for implementation.

The OTP Goals

1. Mobility & Accessibility
2. Management of System
3. Economic Vitality
4. Sustainability
5. Safety & Security
6. Funding the Transportation System
7. Coordination, Communication and Cooperation

Embedded in these policies and actions are a set of priorities to be considered after maintaining and preserving the system. This includes recognizing some key priorities

embedded both in the OTP and in OTC discussions. While not in any specific order, enhancing economic development opportunities; supporting compact mixed use development, integrating multi modal systems; maintaining the safety of the system and making strategic investments that contribute measurable benefits to the efficiency of the system frame the key priorities. The direction of the OTC and the policy framework of the Oregon Transportation Plan are augmented by the Governor's direction that provides more specific guidance.

1.2 Governor's Direction

One excellent source of guidance for determining which project applications represent the best high-value, multimodal project opportunities comes from the office of Governor John Kitzhaber. Over the last year, the Governor has laid out a variety of principles about how transportation system investment should be made and how the investment decision-making process should be conducted. These principles should be considered when evaluating STIP project applications and can provide part of the basis for making project selection recommendation decisions.

On August 24, 2011 the Governor met with the OTC and talked about his direction and expectations of the OTC and Oregon transportation system stakeholders. The following bullet points summarize his key themes that provide not only guidance in the selection of projects, but also for other transportation issues that the Commission often addresses.

- Maximize and leverage investments by looking for:
 - projects with the potential to be both effective and efficient
 - projects that involve multiple funding sources
 - projects that are complimentary to other projects or community development activities and offer the chance for the whole to be greater than the sum of the parts
- Investments must achieve multiple objectives
- Conduct pro-active asset management (strategically take care of what we already have)
- Move towards a more multi-modal transportation system by maximizing funding flexibility and considering a wider range of community issues and benefits
- As funding decreases and projects become increasingly difficult to implement we need to transition and transform the way we work—to look for new ways of doing business
- Use Regional Solution Centers to reduce bureaucratic barriers and help identify opportunities to partner and leverage projects
- Look for projects that result in GHG emissions reductions
- Continue to develop a Rapid Passenger Rail Plan
- Implement least cost planning principles
- Incorporate practical design principles from planning to project development
- Weigh all the values we have—including energy, job creation and health—in final design

The Governor also laid out 6 principles he wants brought to the fore in transportation decision making. Those 6 principles are:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to a sustainable, safe, lower carbon, multi-modal system
5. Maximize benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

Additionally, the Governor stressed that to support sustainable communities, state agencies shall seek to help enable and encourage local communities to achieve the following objectives:

- Resilient local economies that provide a diversity of economic opportunities for all citizens
- Workers supported by lifelong education to ensure a globally competitive workforce
- An independent and productive citizenry
- Youth supported by strong families and communities
- Downtowns and main street communities that are active and vital
- Development that wisely and efficiently uses infrastructure investments and natural resources
- Affordable housing available for citizens in community centers
- Healthy urban and rural watersheds, including habitats for fish and wildlife
- Clean and sufficient water for all uses
- Efficient use and reuse of resources and minimization of harmful emissions to the environment

Project applications that demonstrate alignment with these various directives and principles will ultimately have an improved chance of being chosen for implementation.

1.3 OTC Prospective

In the past year the OTC has been studying the existing funding and institutional realities facing ODOT and Oregon transportation system development, future challenges, and how other DOTs addressed financial limitations and achieved improved partnerships with transportation stakeholders and jurisdictions. The OTC Workshop in October highlighted several key points including:

- Funds are not keeping up with expenditures
- All modes are under funded

- The transportation system will deteriorate from its current condition, both physically and operationally
- New strategies are being implemented to maximize our investments
- The organization is being reduced in size and services to match projected funding levels

The OTC has also been reviewing the role of Area Commissions and has identified that ACTs have been underutilized given the experience and commitment of the ACT members.

1.4 OTC Priorities

The OTC Commissioners identified the following thematic priorities during the October 2011 workshop discussions:

- The need to achieve a truly multimodal system
- Work to integrate health into transportation discussions
- Improve transportation system efficiency by implementing technology solutions
- Look for ways to be innovative in project funding, packaging, and implementation
- Continue developing and seeking approval for sustainable funding mechanisms
- Look for creative ways to cooperatively resolve inter-governmental transportation system problems

In November 2011, the OTC invited the Chairs of the Area Commissions on Transportation (ACTs) and other Advisory Committees to participate in presentations focused on some of the challenges that Oregon is facing. A key theme was that now, more than ever, we need to engage transportation stakeholders in identifying issues and developing creative and sustainable multimodal transportation system solutions.

The presentations were followed by a roundtable discussion with the Advisory Committees on their perspectives on opportunities and challenges. The OTC and ODOT also believe that ACTs have been underutilized given the experience and commitment of the ACT members. And many ACT members have expressed desire to play a broader role. It was agreed that this would be the first meeting of this type and not just a one time event.

The 2015-2018 STIP selection process will address these priorities by expanding the "universe" of potential transportation projects that are compared side-by-side. This will avoid the artificial separation of projects by funding source that existed up to this point. The overarching point of agreement that emerged in the past year was similar to some of the conclusions that emerged from the Governor's direction and the previous OTC work: ODOT no longer has the resources to keep doing what we have been doing and how we have been doing it. Neither do the local jurisdictions. While our collective years of experience still have value, in order to be successful, we will all need to evolve and adapt to the financial and institutional changes that have taken place over the last 20 years. Rather than viewing this as a negative situation, it should really be seen as an opportunity for all of us to improve the way we do things to manage the transportation system in Oregon.

1.5 Fix-It Program for STIP

The Fix-It category includes all the capital funding categories that maintain or fix ODOT's portion of the transportation system. It is important to note that the capital funding categories do not include the non-capital maintenance and operations programs as these are not included in the STIP. Non-capital maintenance/ operations and other agency funding is addressed by the OTC via the state budget decisions.

Project activities eligible for the fix-it category of funds include:

- Bicycle and pedestrian repair on state routes only
- Bridges (State owned)
- Culverts
- High Risk Rural Roads
- Illumination, signs and signals
- Landslides and Rockfalls
- Operations (includes ITS)
- Pavement Preservation
- Rail-Highway Crossings
- Safety
- Salmon (Fish Passage)
- Site Mitigation and Repair
- Stormwater Retrofit
- Transportation Demand Management (part of Operations)
- Workzone Safety (Project specific)

The selection of projects for the Fix-it category is intended to start with input from ODOT infrastructure management systems and be supported by consultation with ACTs and MPOs. Management systems are repositories of data about the system. They can identify problems and the general idea for a solution. Management system analysis is used, for example, for State Bridge, Pavement Preservation, and Safety projects. The systems provide asset management information and help prioritize needs. Each ODOT transportation Region will then share the Fix-It project lists with their ACTs and MPOs in order to:

1. Identify opportunities for leveraging funds
2. Identify opportunities to maximize opportunities between projects identified in support of Oregon objectives, community goals and system asset management.
3. Identify opportunities to better coordinate project timing and outcomes
4. Identify opportunities to coordinate safety improvements

At the July 18, 2012 OTC meeting ODOT was directed to begin work on the Fix-it category project lists for the 15-18 STIP. The Commission requested ODOT prepare an

expanded project list that will be available to the ACTs and other STIP contributors as they discuss potential Enhance projects so there is opportunity to look at linkages, leveraging resources, enhancing project benefits, etc. This will also provide an opportunity for ACTs to direct comments to ODOT program managers regarding proposed Fix-it projects in an area.

Below are the principles guiding the Fix-It category of STIP funding.

Fix-it Category Funding Allocation and Project Selection Guiding Principles	
Balance	Maintain relative balance between “Fix it” programs while allowing route priority within individual programs, taking into account risks (safety), sustainability, and magnitude of investment.
Leverage	Leverage existing funding to attract more revenue opportunities to support a sustainable transportation system.
Maintenance	Focus investments on features that are difficult and expensive to maintain.
Safety	Maintain or improve transportation safety on the system within funding level availability.
Regulatory Compliance	Ensure minimum environmental, federal, state, and local compliance is maintained on the transportation system.
Economy	Maximize economic opportunities and minimize economic hardships as a result of transportation investments.
Cost Effectiveness	Allocate funding in a way that maximizes return on investment to support a sustainable transportation system.
System Continuity	Fund investments that minimize risk of transportation system failure.

When the initial proposed lists of Fix-it projects are developed, ODOT staff will report back to the OTC on how the proposed dispersal of funds will affect the overall condition of the system.

2.0 2015-2018 STIP Cycle Enhance Project Selection

Described below are key steps in the 2015-2018 STIP update cycle. See the key themes and priorities identified in sections 1.1 through 1.5 earlier in the document that frame the expectations of the Transportation Commission, the Governor and the policies in the Oregon Transportation Plan. See the attached timeline for a list of all due dates and other key dates in this process.

2.1 OTC approval of 2015-2018 STIP Process

Throughout the spring of 2012, ODOT has had discussions with the OTC about approaches to the 2015-2018 STIP funding and project selection. At the OTC's July

2012 meeting, the Commission decided to go ahead with the Fix-it and Enhance approach to the STIP. They directed ODOT to begin the Fix-it project selection process as described above and also decided to wait until September to provide the final decision on the proposed Enhance process.

The September approval target provides more opportunity for ODOT reach out to ACTs, MPOs, and statewide advisory committees, for stakeholders to better understand the process, and for ODOT and the OTC to hear concerns and make improvements to the Enhance process to respond to those concerns. During the summer of 2012, ODOT staff are discussing the new process with each ACT and others.

2.2 Application Available

The Enhance projects application will be made available in September 2012, shortly after the OTC meeting and provided the decision is to move forward. The application contains basic project information and it includes a section on benefits of the projects. These are organized in categories. First is benefits to the state system, then nine more categories mirror the categories of impacts that the STIP Stakeholder Committee designated as most important for Oregon's least cost planning process to evaluate. Least cost planning, now called Mosaic, is being developed and tested for use in the planning process, not for project-level decisions at this time. However, the nine Mosaic categories are basic categories of impacts of the transportation system and investments in that system and this application provides a qualitative way to respond to those same categories for project decisions.

The benefits section is also similar to the project selection criteria used by many individual STIP funding programs for recent STIP cycles. The application does not use the term criteria, because it is intended to be broader than any of the criteria used in the past to include a wide range of modes and possible investments. Though the benefits information will also be used to prioritize and compare projects.

Not all projects are expected to have impacts on all categories of benefit. Reviewers will need to discuss the different benefits of different projects and use a consensus process to develop their prioritized lists.

Regions, ACTs, and MPOs may not add to or alter the application or the benefit information requested. This is a change from prior STIP procedures. It is important that all Enhance projects are evaluated similarly across the state.

ODOT staff can provide assistance in answering questions about the application and about the application review process. Each region has designated a representative to lead this process for the region and they are the ones to direct questions about the application and process to. See below for a list of region representatives. (If you are unsure about which region to direct questions to, see the online [ODOT Region map](#).)

Region	Representative	Phone	Email
Region 1	Jeff Flowers	503.731.8235	Jeffrey.A.FLOWERS@odot.state.or.us
Region 2	Terry Cole	503.986.2674	Terry.D.COLE@odot.state.or.us
Region 3	Lisa Cortes	541.957.3643	Lisa.CORTES@odot.state.or.us
Region 4	Katie Parlette	541.419.8435	Katie.M.PARLETTE@odot.state.or.us
Region 5	Dawn Hubble	541.963.1325	Dawn.L.HUBBLE@odot.state.or.us

2.3 Application Due

Applications should be sent to the appropriate ODOT region mailbox before **12:00 PM, noon, on November 27**. The region emails are listed below. See the application instructions for further details about how to use email to submit applications. Other key dates in this process are listed in the attached draft Timeline.

Region 1	STIPEnhanceAppsRegion1@odot.state.or.us
Region 2	STIPEnhanceAppsRegion2@odot.state.or.us
Region 3	STIPEnhanceAppsRegion3@odot.state.or.us
Region 4	STIPEnhanceAppsRegion4@odot.state.or.us
Region 5	STIPEnhanceAppsRegion5@odot.state.or.us

2.4 Region Staff Review of Applications

Applications received by the due date will be reviewed by ODOT Region staff for general eligibility and completeness. Applications will be checked to verify that:

1. The Sponsor is a public agency
2. The proposed project is of the type covered by Enhance funds
3. The application is complete. Information that must be included are:
 - Item 1: Project Sponsor
 - Item 3: Project Name
 - Item 5: Project Summary
 - Item 8: Project Problem Statement
 - Item 9: Project Location
 - Item 11: Project Description
 - Item 14: Timetable lines 1 and 8
 - Item 27: Estimated Project Costs
 - Item 28: Project Participants and Contributions
 - Item 29: Project Sponsor Signature

Applications for Enhance projects that include at least this information will be sent to ACTs and MPOs for review and prioritization in early December 2012.

2.5 ACT and MPO Application Reviews

Eligible, complete applications will be sent to the affected ACT and where applicable, MPO for review, discussion, and prioritization. There are long-standing processes to prioritize proposed STIP projects in all areas of the state, with ACTs, MPOs, and Region staff working together to prioritize projects overall. These processes are generally expected to continue.

MPOs are responsible for prioritization of proposed projects within their boundaries. Generally, where an MPO is part of an ACT, there are processes in place to discuss MPO priorities within the ACT and agree on Area priorities. Projects within an MPO area still need to be included in the Metropolitan Transportation Improvement Program (MTIP) and approved by the MPO. The MTIP after approval by the MPO Policy Board is sent to the Governor for approval and is incorporated into the STIP without Commission approval.

The Portland area is unique in that there is an MPO, but not an ACT. ODOT Region 1 will work with its stakeholders to better define the application process details for the Portland area and its surroundings.

Regions, ACTs, and MPOs will be given a template to report their conversations and process to develop their recommended lists. This will provide a record of what concerns were discussed, how priorities were selected, and why projects were selected. This record will be important. It should be developed during selection of the 150% list. It can later be revised or updated during conversations to narrow the list to 100%. It will be expected by the OTC and the statewide advisory committees for their reviews in order to understand how the projects were selected.

While this template is still under development, it is anticipated that the ACTs will be providing responses to questions similar to:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of those people in your community?

The Oregon Transportation Commission is the state's final decision-making body, responsible for approving the final STIP and sending it to US DOT for final approval. ACTs are chartered advisory bodies to the OTC. ACTs work with their ODOT Region

Definitions:

150% List: A list of projects generated early during the review of applications that would use roughly 150% of the region's available STIP Enhance funds

100% List: A list of projects generated after projects are scoped to identify a final recommendation from ACTs that would use roughly 100% of the region's available STIP Enhance funds

and sometimes other ACTs in the Region to put together the Region's final recommended STIP project list. This list is then forwarded to the OTC for approval.

ODOT has expectations for how the applications will be reviewed and for documenting how the final lists were selected. The following expectations will be included in the direction to ACTs, MPOs, and others to guide their review of applications and their development of prioritized project lists:

- a. The process used to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
- b. No benefit category is to be defined as more important than others and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus. Since different types of projects will have different kinds of benefits, deciding before review that certain benefits are most important will disadvantage some projects that may be important to the area. Likewise, reviewers should not use overall numerical scores to determine outcomes, but use a discussion and consensus process.

Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as mobility or livability. Discussion and consensus will then be needed to decide on priorities among projects with very different benefits.

- c. Reviewers can use state and local plans and goals and policies described in plans to help determine priority. Plans may include the Oregon Transportation Plan, the Oregon Highway Plan, local transportation system plans, local comprehensive plans, etc.
- d. Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.
- e. ODOT will require that the decision making process be documented in a consistent manner throughout the state. A template will be provided to accomplish this.
- f. Some programs included in Enhance have previously developed STIP selection criteria. Reviewers are not required to use these other STIP criteria in establishing priorities. However, reviewers are welcome to consider these other STIP criteria, if they are helpful in the prioritization process.
- g. Reviewers must include any required elements of project prioritization in their evaluations. For example, ODOT is required in statute to give priority to freight projects in the STIP. ODOT Region staff will explain such

requirements to reviewers. The final list and documentation will show how they were considered. Similarly, ODOT will ensure that the final STIP meets all legal requirements, such as minimum amounts for certain types of projects including bicycle and pedestrian projects.

- h. MPOs will need to maintain their appropriate role in the prioritization and selection process. (They are federally-chartered bodies with specified project selection responsibilities.) It is expected that the ACTs will coordinate as they do today in similar processes with the MPOs. ODOT Region staff are responsible for ensuring this coordination is accomplished.

2.6 ACT Development of 150% List

ACTs and MPOs will receive the applications from ODOT Region staff in early December. Reviewers will then prioritize and narrow considered projects to their "150% list." This means that highest-priority projects will be listed to a bit over the expected budget available for the Region's Enhance program.

2.7 Scoping of 150% Lists

All projects on the 150% list of projects will then be "scoped" in more detail, meaning that their location, components, cost, and details will be examined more closely to verify estimates and establish the final project scope. ODOT region staff will manage the scoping process with assistance from other ODOT staff and/or the local jurisdiction. Region staff will work with applicants to accomplish the detailed scoping. This detailed information will be shared with ACTs and MPOs to help reviewers narrow the list to the final region wide recommended list.

2.8 Statewide Advisory Committee Review

Also during scoping of the 150% list, two statewide advisory committees: the Joint Transportation Enhancement and Bike/Pedestrian Advisory Committee and the Oregon Freight Advisory Committee will review the lists of potential projects. These two statewide advisory committees will review the projects in the 150% lists and share any feedback on the projects and priorities from their respective areas of expertise with the OTC, ACTs, MPOs, and Region staff.

The two advisory committees will be asked to provide thematic analysis regarding the 150% lists in a memo format. This memo may focus comments at statewide, ODOT region-wide and ODOT Area-wide geographic scale. They will be asked to provide their comments while scoping of the 150% lists is ongoing.

2.9 OTC Review of STIP Development

The OTC will review the overall progress of the STIP development periodically throughout the process. The commission will analyze the 150% lists, and input from Statewide Advisory Committees and other stakeholders, for overall themes and will provide feedback and additional direction to the ACTs.

2.10 ACT Development of Final Recommendation

Information from scoping and from the statewide advisory committee review will be passed back to the ACTs and MPOs, for their next step of reducing the 150% list to the recommended list of projects for the STIP. Each Region will have a slightly different process for developing the final list, but will generally be in alignment with past practices.

2.11 OTC Review and “20%” project identification

The OTC will review the recommended lists and consider the 20% of the Enhance budget that was held back for statewide consideration by the OTC. The OTC will consider any apparent gaps in the recommended lists such as including a multimodal focus, and statewide goals, policies, and priorities.

2.12 Draft STIP

Once the recommended STIP is complete, including assigning the OTC’s statewide 20%, the Draft STIP will be compiled, presented to the OTC and released for public review and comment.

2.13 Final STIP

After the application review and STIP Development steps, there are several more steps that need to occur before the STIP is final. For example, technical steps like air quality conformity determinations will be completed where needed. Any further metropolitan area projects from their Transportation Improvement Programs are added in also. Comments received on the Draft STIP are considered before the STIP is finalized. When these steps are complete, then a Final STIP is prepared and released for public comment.

2.14 OTC STIP approval

The OTC has final approval of the STIP for all of ODOT. After the public comment period on the Final STIP and consideration of comments received, the Final STIP goes to the OTC for approval. The OTC has the authority to make changes or add conditions to projects, when necessary.

2.15 STIP Federal Approval

The final step in the STIP process is approval by federal agencies. After OTC approval, the STIP must be delivered to the Federal Highway and Federal Transit Administrations for final approval. The new STIP is active once federal approval is issued.

3.0 The 2017-2020 STIP

The 2015-2018 will set in place projects for 2016, 2017, and 2018 (projects for 2015 are largely selected by previous procedures.) The Oregon STIP is updated every two years. This means that in two years, we will have the opportunity to revisit projects slated for 2017 and 2018 and make any necessary improvements to the selection process based on lessons learned from this selection cycle.

Also in accordance with our fiscal policies and GASB 54, all ending fund balances are categorized into five different groupings: nonspendable, restricted, committed, assigned, and unassigned. The budget indicates the category for each fund as required.

SPECIFIC GENERAL FUND CHANGES

In the General Fund, substantial savings have been gained through a reconfiguration of the attorney invoicing from a fixed retainer system to variable requisition basis that provides for greater cost control. The estimated savings were approximately \$10,000 for this year.

Additional savings are being sought through the elimination of the hospitality room at the League of Oregon Cities convention in September and, while the proposed budget retains a similar dollar amount under line 010-01-53080 as last year, the Council may wish to review the number of memberships that it holds. Currently, it pays a total of \$6,251.25 into the following organizations:

OMA - \$89
COLPAC - \$250
LGPI - \$561
LOC - \$3,677.21

OCZMA - \$500
TBHEID - \$1,000

Staff has not observed any Council interest, use or attendance in the latter two organizations and therefore the proposed budget has reduced those two amounts.

With successful performance evaluations, both Abigail Donowho, our new Recorder/Treasurer, and Jamy Wilson, now our Finance Officer, are recommended for incentive pay increases over and above the across the board 3% in this budget. Like any of the new hires, Abby already provides significant cost savings in terms of salary, longevity, PERS tier, etc. and this. With Jamy, her position is increasing from a three-quarter time employee to full-time.

Additionally, the Police chief is recommended for an additional pay increase based upon successful performance evaluation and increased job demands faced this past year.

There are no reserves for future Police Vehicles in this budget. If next year's cash flow looks acceptable, the City may wish to look at debt financing for a comprehensive vehicle replacement program.

OTHER SPECIFIC FUND CHANGES

Increased efficiency of City resources is also being sought through the elimination of the territoriality of having three departments in Public Works and consolidating them into one Public Works Department that has three divisions (per the attached organizational diagram). While these divisions are funded from three different funds, they will function as one department.



Oregon Coastal Zone Management Association

P.O. Box 1033 • 313 S.W. 2nd • Suite C • Newport, Oregon 97365 • Tel: 541-265-8918 / 265-6651 • Fax: 541-265-5241 • www.oczma.org

July 26, 2012

City Council Members
City of Tillamook
210 Laurel Avenue
Tillamook, Oregon 97141

RE: OCZMA DUES FOR FY 2012-2013

Dear City Council Members:

July 1, 2012 began the new fiscal year (FY 2012-13) for OCZMA and local governments on the Oregon Coast. I was honored to be elected Chair of OCZMA for FY 2012-13 at OCZMA's June 2012 meeting in Newport, Oregon.

For over 30 years, OCZMA has helped coastal jurisdictions engage in a wide range of local, state, and federal issues that are uniquely coastal in nature. These have included: ports (dredging and harbor maintenance), fisheries (salmon disaster assistance, commercial fisheries, recreational fisheries, hatchery policy), coastal land use issues, coastal hazards (earthquakes, tsunamis, landslides, etc.), ocean planning (potential wind and wave energy development, fishing industry mapping of commercial and recreational fishery sites along the Oregon Coast, marine reserves, offshore oil and gas and mineral extraction), coastal tourism, coastal economic development activities, rural telecommunications, and coastal transportation.

As always, OCZMA will engage new issues impacting coastal communities as they arise (such as the Japan tsunami debris already landing on the beaches of the western United States, with more to come). Working together, as a united network of coastal entities and leaders, definitely gives us all more clout. OCZMA Interim Director Peter Huhtala has been appointed to Governor Kitzhaber's Oregon Tsunami Debris Task Force Leadership Team, representing coastal governments.

This summer through early winter will be a crucial time on the Oregon Coast. ***Oregon's ocean planning process*** has entered its final phase. OCZMA staff will be there, on the frontlines, to participate in developing the ocean plan. Peter Huhtala, OCZMA's Interim Director, represents your interests on the Oregon Territorial Sea Plan Advisory Committee (TSPAC) and the other important committees. I think you will agree Oregon's ocean is our most important shared asset. The ocean plan will identify sites for offshore renewable energy (wave energy) while, at the same time, preserving the marine environment and our economic uses of the ocean.

City of Brookings • City of Cannon Beach • City of Coos Bay • City of Depoe Bay • City of Florence • City of Garibaldi • City of Lakeside • City of Lincoln City
City of Manzanita • City of Nehalem • City of Newport • City of North Bend • City of Port Orford • City of Reedsport • City of Rockaway Beach • City of Tillamook
City of Toledo • City of Yachats • Clatsop County • Clatsop Soil & Water Conservation District • Coos County • Coos Soil & Water Conservation District
Coquille Indian Tribe • Curry County • Curry Soil & Water Conservation District • Douglas County • Lane County • Lincoln County
Lincoln Soil & Water Conservation District • Port of Alsea • Port of Astoria • Port of Bandon • Port of Brookings Harbor • Oregon International Port of Coos Bay
Port of Garibaldi • Port of Gold Beach • Port of Nehalem • Port of Newport • Port of Port Orford • Port of Siuslaw • Port of Tillamook Bay • Port of Toledo
Port of Umpqua • Siuslaw Soil & Water Conservation District • Tillamook County • Tillamook Soil & Water Conservation District • Umpqua Soil & Water Conservation District

City of Tillamook Council Members
Re: OCZMA Dues for FY 2012-13
July 26, 2012—Page Two

The financial and active support of member jurisdictions is vital to continue OCZMA and its important work. OCZMA is the only coast-wide organization that represents local governments on the Oregon Coast specifically on coastal issues and other activities. Together, we strive to promote economic development in rural Oregon coastal areas while preserving the region's integrity and natural beauty.

The dues level for FY 2012-13 remain the same as for FY 2011-12. Membership dues in OCZMA have remained the same since FY 1994-95. At that time, the small cities and ports membership dues were increased from \$300 to \$500 per year, and, the membership dues for the three larger ports on the Oregon Coast (ports of Astoria, Coos Bay, and Newport) were increased from \$700 to \$800. The county membership dues have remained at the same since the early to mid 1980s. OCZMA's dues structure continues to be among the lowest of membership dues.

We would appreciate a remittance by the City of Tillamook for FY 2012-13 Association dues in the amount of \$500.00. Enclosed is a statement for your files and use in remitting your dues payment for FY 2012-13.

For the new fiscal year, please appoint an OCZMA representative and alternate from the City of Tillamook. A form is enclosed for your convenience. Please return the form upon completion.

If you have any questions, please don't hesitate to contact OCZMA Interim Director Peter Huhtala in Astoria at 503-468-8038.

Thanks in advance for your support of OCZMA.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ted Freeman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ted Freeman, Chair (Port of Brookings Harbor Commissioner)
OREGON COASTAL ZONE MANAGEMENT ASSOCIATION (OCZMA)

TF:PH/gy

Enclosures



Oregon Coastal Zone Management Association

P.O. Box 1033 • 313 SW 2nd • Suite C • Newport, Oregon 97365 • 541-265-8918/265-6651 • Fax 541-265-5241 • www.oczma.org

July 1, 2012

To: City of Tillamook

STATEMENT

**Membership Dues in the Oregon Coastal Zone Management Association (OCZMA)
for FY 2012-2013**

Total	\$500.00
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**Designated Representative and Alternate
to the
Oregon Coastal Zone Management Association (OCZMA)
FY 2012-2013**

Member Jurisdiction: _____

Designated Representative (**must be an elected official**): _____

Designated Alternate (**can be an elected or non-elected official**): _____

Address to which materials should be sent: _____

Approved or submitted by: _____

Date: _____

**OCZMA BYLAWS
(Article III, Membership)**

Section 1. Any county, city, port or SWCD within Oregon's Coastal Zone may become a Member of the Association by adopting a Resolution joining the Association. Each Member entity shall designate a representative and alternate to the Association. In the absence of the representative, the alternate shall have all of the representative's responsibilities and authority.

Section 2. Representatives to the Association must be an elected official of the jurisdiction. Alternates selected by the jurisdiction may be elected or non-elected representatives.

Section 3. At the beginning of the fiscal year, the Association will request from Member entities the names of the representatives and alternates to the Association who will represent the jurisdiction during the year. If any time during the year, a Member wishes to change its representation to the Association, it may do so by notifying the Chair of the newly designated representative and/or alternate.

Section 4. The Association may create associate and other non-voting memberships with privileges and assessments as deemed appropriate in support of the Association's purposes, activities and finances. No associate or other non-voting member shall be entitled to be appointed or elected to the Executive Board or otherwise vote on Association matters.



Oregon Coastal Zone Management Association

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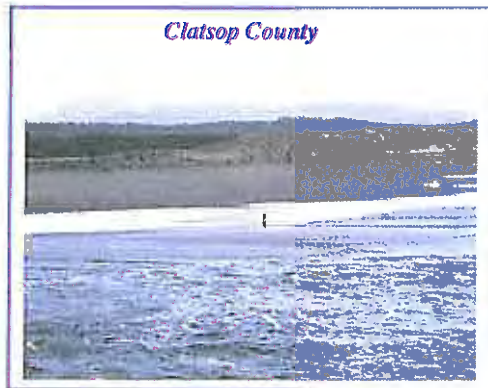
July 26, 2012

MEMO TO: OCZMA MEMBERSHIP

FROM: PETER HUHTALA, DIRECTOR, OCZMA 

RE: JULY 2012 DIRECTOR'S REPORT

“Never turn your back on the ocean,” was the admonishment I received as a small child. I was issued a pint-size clam shovel and a full-size bucket and sent off to gather my limit of razor clams.



At first I didn't really understand the warning. How was I supposed to return to the pickup if I didn't turn my back to the ocean? Besides, the waves lapped on the shore in a pretty predictable manner. Or did they?

The lesson was finally learned as I reached into a hole after a particularly large razor clam that was digging for his life. An unexpected wave knocked me off my feet. I ate sand and my boots filled with seawater!

Over the years a few similar experiences instilled a healthy respect for the power of the Pacific Ocean. I took the seasoned advice of my elders as I engaged with the sea along the shore and in numerous boats on her surface. I came to respect and appreciate the awesome power of this body of water that could instill wonder and provide nourishment.

Summer is upon us at the Oregon Coast. We're in those months when we give the razor clams a break. This is also the time when the greatest number of visitors flock to the coast.

Driving down Highway 101 from Astoria to Newport on Monday, July 23, 2012, I was at first irritated at the crawl of heavy traffic. But two thoughts saved my mood. First, I realized how worse the traffic can be in Los Angeles, or even Portland. Second: this was the traffic of prosperity. Most of these vehicles carried tourists and their dollars, vital fodder for many coastal businesses.

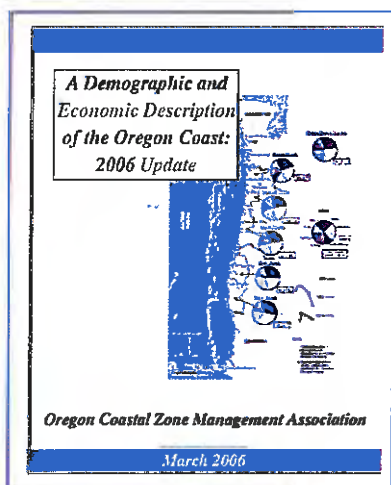
But as much as we appreciate tourists they are not our sole source of support. In fact in the days (1950s) when I was a neophyte clam digger, the tourists were often the brunt of jokes or ridicule. The Oregon Coast was an economic engine of fishing and logging. Lumber and plywood mills roared 24-7 and canneries crowded the waterfronts.

It's much different just a few short decades later. The industries based around our natural resources are still here and are still important. But in many cases the scale of their contribution is smaller. And we've come to realize that the resources are finite and a transition to sustainability brought limitations. Whether the regulations spurred by these limitations are right or wrong is an ongoing debate, the fact is we've needed to diversify in order to survive.

The beauty of this coast that we locals sometimes take for granted is in itself a draw for many new small businesses, enterprises that could locate anywhere that is served by adequate technology. They come here for the quality of life.

Quality of life, natural beauty and rich history also attract folks who choose to retire here. And the new businesses and retirees attract health care and other businesses that support the new arrivals. Eventually more knowledge-based industries will thrive.

At least that's one vision. But my elders also taught me not to put all my eggs in one basket. How many? Two? More?



The economic development leaders of the Oregon Coast are continually on the lookout for new opportunities. Historic preservation is emerging as a cluster industry in the Astoria area. Micro-breweries are popping up and creating new jobs not envisioned even ten years ago. Biomass energy production is circling as the feasibility becomes clear, but where will it land?

It's always useful to have a good picture of where we are now as we envision plan for the future. Oregon Coastal Zone Management Association has periodically (since 1987!) contracted for the development and update of economic and demographic descriptions of the Oregon Coast. The last update was done in March 2006 (this report can be downloaded from

OCZMA's website). OCZMA is currently exploring funding opportunities for an update of this Report.

Oregon Territorial Sea Planning (TSP) Process

Meanwhile those relentless and sometimes unexpectedly powerful waves continue to pummel the shores. This wave energy is recognized as a world-class resource for conversion to electricity. And Oregon is thoughtfully struggling about how to accommodate a new industry in the nearshore ocean.

Many of you have been watching in recent years as Oregon state and coastal leaders have worked to identify the places where wave energy research and development can occur. We've learned that the territorial sea can be a very crowded place.

Currently appointees of the Oregon Land Conservation and Development Commission (LCDC) on the Territorial Sea Plan Advisory Committee (TSPAC) are moving closer to recommendations for a handful of locations that wave energy devices might best be located. As

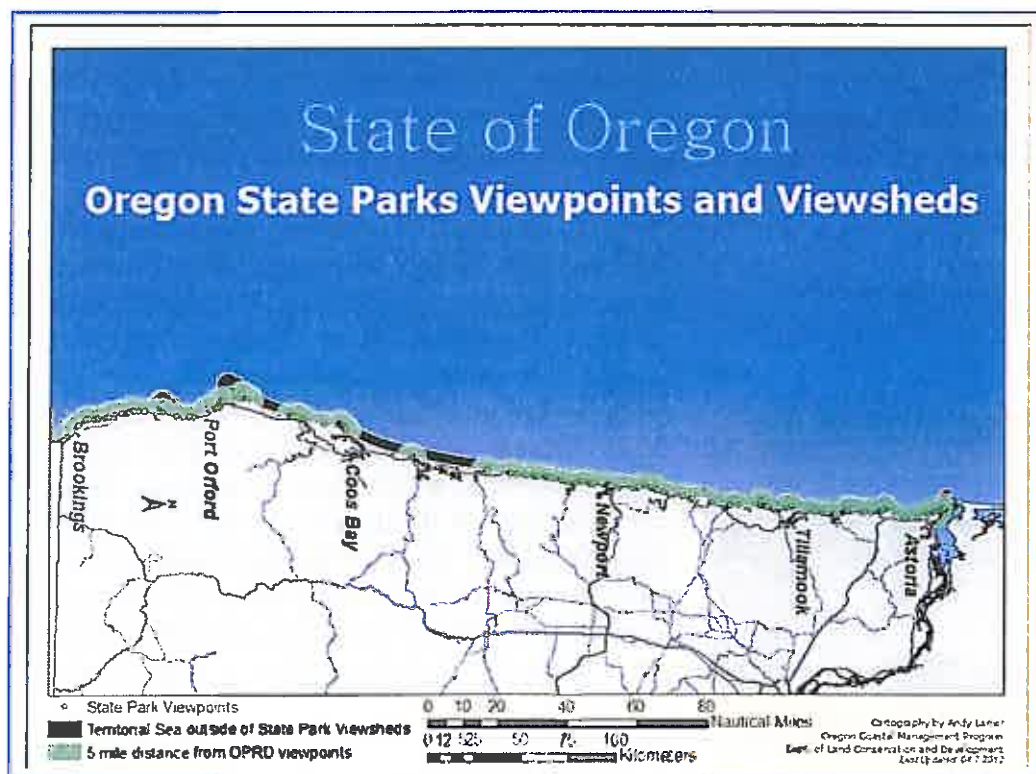
the OCZMA representative to the TSPAC, I advocate for the interests of Oregon local coastal governments.



Examples above courtesy of DLCD

Much of the work at TSPAC is happening in Subcommittees: Fishing, Recreation, Ecological Resources, Visual Resources, Energy, and Territorial Sea Plan (TSP) Part 5 Revisions. Each of these subcommittees include members with a commitment to do their best for the future of Oregon's territorial sea. The full TSPAC committee will meet again on August 9, 2012 and probably a time or two again before recommendations are formed. The Oregon Ocean Policy Advisory Committee (OPAC) will review these recommendations before submission to LCDC.

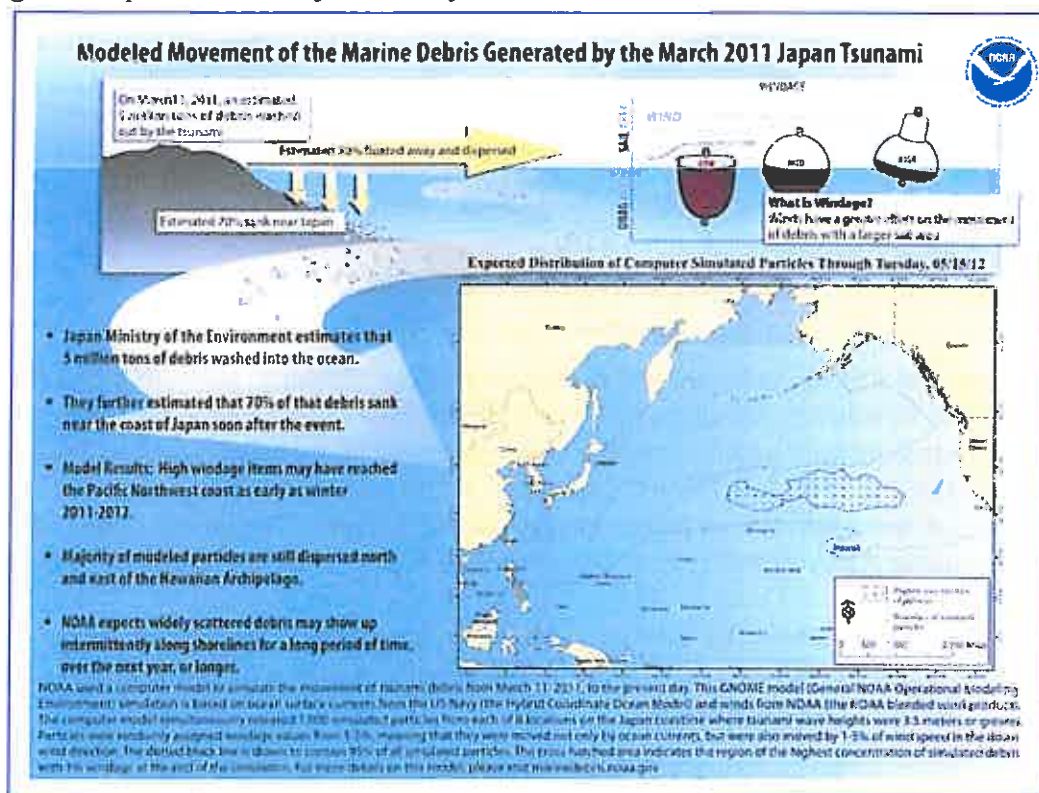
If you have any questions about the Territorial Sea Plan Amendment process, or about how you can get involved, please contact OCZMA. More information on the TSP Amendment process can be found at www.oregonocean.info.



Graph above courtesy of DLCD

Oregon Tsunami Debris Task Force

Then there's the matter of the debris from last year's (2011) tsunami in Japan now washing up on our shores. While the bulk of what is expected won't arrive until next winter or spring, planning and response is already underway.



NOAA officials state that it is difficult to confirm whether or not all marine debris washing ashore, even with foreign writing, is directly related to the Japan 2011 tsunami. Marine debris is a common problem for our ocean and seashores everyday, especially around the Pacific.

As you all know, on June 5, 2012 a confirmed Japanese 2011 tsunami-related dock (a 132-ton, 66-foot wide, 19-foot wide, and 7-foot high dock made of metal and concrete and designed to float) washed onshore at Agate Beach in Newport, Oregon (central Oregon Coast). The dock was determined to be one of four ripped from their moorings in Misawa, Japan during the March 2011 tsunami. The dock carried multiple foreign or invasive species, which were removed and buried within a couple of days of the dock's arrival. There is still concern about foreign or invasive species that may have gotten away prior to the dock being discovered at Agate Beach. The Oregon Parks & Recreation Department (OPRD) has made the decision to have the dock dismantled (dismantling will begin August 1, 2012), with recovery of



Photos to left and on top of Page 5 courtesy of OPRD

pieces of the dock for a memorial exhibit anticipated at a later date (possibly at the Hatfield Marine Science Center in Newport).



OCZMA Director Peter Huhtala has been appointed to Governor Kitzhaber's Oregon Tsunami Debris Task Force Leadership Team to represent Oregon coastal government interests. General Mike Caldwell, Oregon Emergency Management (OEM) has been named as Chair of the Task Force. Other members of the Task Force include representatives of Oregon's State Police, Parks, Environmental Quality, Fish & Wildlife, Public Health, Transportation, State Marine Board, as well as local and tribal

governments, state legislators, community organizations and federal agencies. The interagency team is charged with incident preparedness and response, public safety, cleanup, and public outreach to address marine debris affecting Oregon's coastline. The Task Force's first meeting was held on Thursday, June 28, 2012 in Salem, Oregon.

OCZMA staff is putting together detailed information about the history and current response to the early arrival of debris and it will be posted on OCZMA's website once completed, along with a list of the Oregon Tsunami Debris Task Force Leadership Team, and numerous news articles from around the country reporting on the tsunami debris (www.oczma.org). OCZMA's website will also have links to state and federal agencies, and other community-related organizations involved in marine debris removal from our beaches.

One significant action in Oregon was the creation of a dedicated phone number to call to report debris: 2-1-1 (1-800-SAFENET is an alternate number for the same service). Use 2-1-1 for all non-emergency debris-related reports or inquiries. The 2-1-1 hotline is now operational for all of Oregon's coastal counties (Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos & Curry).



I'm still thinking about "never turn your back on the ocean". Today it means more to me than watching for rogue waves or errant logs (or docks). Taken another way, the phrase expresses our responsibility for stewardship of the ocean, and all life dependent upon it. I'm proud to live in a state that values ocean life and all that the sea provides. *We have the ocean's back!*



Oregon Tsunami Debris Task Force

Chair:

- General Caldwell, Oregon Military Department Deputy Director and Director of Office of Emergency Management

Leadership team:

- Tim Wood, Oregon Parks and Recreation Department Director
- Dick Pedersen, Department of Environmental Quality Director
- Dr. Mel Kohn, Public Health Director
- Scott Brewen, Oregon State Marine Board Director
- Roy Elicker, Oregon Department of Fish and Wildlife Director
- Captain Calvin Curths, Oregon State Police
- Luci Moore, Oregon Department of Transportation
- Peter Huhtala, Director of Oregon Coastal Zone Management Association
- Tribal Chair Delores Pigsley, Confederated Tribes of the Siletz Indians
- Gus Gates, Oregon Policy Coordinator, Surfrider Foundation
- Ruth Yender, National Oceanic and Atmospheric Administration, Japan Tsunami Marine Debris Coordinator
- Terry Thompson, Lincoln County Commissioner
- Senator Betsy Johnson, Senate (D – North Coast)
- Representative Wayne Krieger, House (R – South Coast)
- Co-Speaker Arnie Roblan (D –Coos Bay District 9)
- Co-Speaker Bruce Hanna (R – Roseburg District 7)
- Senate President Peter Courtney (D – Salem)
- Senator Jeff Kruse (R – Roseburg)
- Representative Debbie Boone (D – District 32)
- Representative from the Coast Guard

Chamber DRAFT #3 CITY OF TILLAMOOK TOURISM PROMOTION AGREEMENT

This Agreement is made and entered into by and between the City of Tillamook, a municipal corporation of the State of Oregon, hereinafter called the "City" and the Tillamook Area Chamber of Commerce, an Oregon not-for-profit corporation, hereinafter called "Chamber".

WHEREAS, the Common Council of City desires to contract for a tourism promotion program utilizing funds from motel taxes collected within the City of Tillamook; and

WHEREAS, Chamber has the capability and desire to undertake such a tourism promotion program,

NOW, therefore, in consideration of the sums to be paid by City and the obligations to be performed by Chamber as hereinafter set forth, the parties hereto mutually covenant, stipulate, and agree as follows:

1. Promotions Fee. City agrees to pay to Chamber a fee to perform a tourism promotions program. Said agreed upon fee shall equal 18% of the total actual motel tax collected by the City during the effective period of this agreement.

2. Payment. Monies payable under paragraph 1 shall be transmitted by City to Chamber monthly, by the 15th day of the following month based upon the actual receipts received during the month prior.

3. Promotions Program. Annually, the Chamber shall develop and implement a tourism promotions program designed to promote Tillamook as the regional center and highlight attractions in such a way as to enhance visits to the City. All expenditures must follow guidelines set forth by ORS 320.350.5a and be defined as such set forth in ORS 320.300. By definition of these regulations, the Chamber may fund any of the following activities: advertising, publicizing or distributing of information for the purpose of attracting and welcoming tourists; conducting strategic planning and research necessary to stimulate future tourism development; operating tourism promotion agencies; marketing special events and festivals designed to attract tourists; a visitor information center.

The initial promotions program shall be presented to the Council, along with any baseline data available, during the Use of Funds Report described in Section 7 on or before May 30th, 2013 and amendments shall be presented every year thereafter. The proposed program and amendments shall be ratified by the City Council before implementation.

4. Use of Funds. All funds paid by City under this Agreement shall be disbursed for expenses related to, or in support of, tourism promotions; provided that no more than 30% of the fees paid to the Chamber shall be used for payroll costs.

5. Chamber of Commerce Visitor Center and Transit Center Hours. The Tillamook Area Chamber of Commerce shall operate a Visitors Center year round on behalf of the City of Tillamook. Chamber shall staff the Visitors Center no less than 2000 hours annually. Chamber

also agrees to provide promotional materials at both Chamber of Commerce Visitors Center and Transit Center that are to be available 24 hours.

6. *Books and Records.* Chamber shall keep a separate accounting of books for fees received from City Transient Room Tax (TRT) funds. The City Manager will have access to examine books on said notice of 48 hours. Review of accounting by City Manager shall act as a reporting of funds from Chamber and require no further funds reporting to City for current fiscal year. Nothing contained herein will give City access to general books of the Chamber or any other material of Chamber not set forth in this agreement.

7. *Use of Funds Reports.* On or before May 30th of every year the Chamber shall report to the City on past calendar year's measurable benchmarks, accomplishments or challenges occurring with TRT funds received.

8. *Measurable Benchmarks.* Chamber's measurable benchmarks through said promotions program are to demonstrate a 2% annual increase in the following areas: rate of occupancy of the rooms available within the City Limits; unique visits to GoTillamook.com; and the survey results of stays originated from promotions done by Promotions Program.

The Room Occupancy percentage is to be calculated from transient room tax forms received by the City from hotels within the city limits of Tillamook. Should the Chamber fail to meet the Room Occupancy benchmark during the third year of this agreement, or any year thereafter, it shall provide reasonable evidence to council that it was beyond the control of the Promotions Program to do so.

The Unique Visits and Survey Results percentages are to be calculated from the baseline data sets provided with the initial promotions program approved in 2013. Should the Chamber fail to meet these benchmarks during the second year of this agreement, or any year thereafter, it shall provide reasonable evidence to council that it was beyond the control of the Promotions Program to do so.

Should the Council find it to be unreasonable that the Chamber did not meet set benchmarks, Council may amend or terminate current agreement. Notwithstanding any terms to the contrary set forth in section 17 of this agreement, termination in such cases shall be subject to a 30-day notice in writing.

9. *Chamber Covenants.* Chamber, in receiving monies from City and in providing services to City hereunder shall:

9.1 At all times be deemed an independent contractor and not an employee, agent, partner or joint venture with City. Parties acknowledge that any contracts entered into between Chamber and any third party shall not be an obligation of the City and Chamber shall not represent that it has the power or the authority to bind or obligate City.

9.2 Not discriminate in providing services hereunder on the basis of age, race, sex, color, religion, or national origin.

9.3 Not assign, transfer or delegate to any third party complete operational authority for services performed under this Agreement without the prior written consent of City, which consent will not be unreasonably withheld or delayed.

10. Equipment. Chamber shall purchase no equipment with monies received under this Agreement unless City is notified, proper bid procedures are followed, and equipment is consistent with the purposes of this Agreement.

11. Indemnity. Chamber shall be solely responsible and shall hold City harmless from all matters relating to Chamber's performance under this Agreement, including payment of its employees in compliance with social security, withholding, and other regulations governing such matters. Chamber shall, at all times, indemnify and hold City harmless from and against any and all actions or causes of action, claims, demands, liabilities, losses, damages, or expenses of whatsoever kind and nature, including attorney fees, which City may sustain or incur as a result of errors or omissions in Chambers performance under this Agreement. City shall, at all times indemnify and hold Chamber harmless from any and all actions or causes of action, claims, demands, liabilities, losses, damages, or expenses of whatsoever kind and nature, including attorney fees, which Chamber may sustain or incur as a result of errors or omissions in City's performance under this Agreement.

12. Term. This Agreement shall take effect the 1st day of July 2012 and shall remain in effect for a period of up to 5 years, appropriated annually.

13. Compliance with the Law. Chamber shall observe and comply with all local, state, and federal laws, ordinances and regulations applicable to the services described in this Agreement.

14. Notices. The address of the parties to this Agreement for purpose of any notices permitted or required under this Agreement are as follows:

CITY: City of Tillamook
210 Laurel Avenue
Tillamook, OR 97141

CONTRACTOR: Tillamook Area Chamber of Commerce
3705 Highway 101 North
Tillamook, OR 97141

15. Integration. This Agreement constitutes the entire and fully integrated agreement between the parties. All prior negotiations or agreements between the parties, oral or written, are superseded by this Agreement.

16. Modification. This Agreement may not be released, discharged, abandoned, changed, or modified in any manner, except by an instrument in writing signed on behalf of each of the parties by their duly authorized representatives.

17. Termination. This agreement may be terminated at any time by either party by giving the other party not less than ninety (90) days notice, in writing, of that party's intent to terminate the agreement.

This agreement terminates and replaces the Tourism Promotion Agreement signed in October 2010 (City Agreement number 356), and the amendment to the agreement signed in June 2011 (City Agreement number 380); however, upon termination of this new agreement, the Chamber will have the right to retain 10% of actual receipts from TRT tax for a period of 3 years from the

effective date of this agreement under the previous terms and conditions of the Tourism Promotion Agreement signed in October 2010 (City Agreement number 356), and the amendment to the agreement signed in June 2011 (City Agreement number 380).

18. Titles and Headings. Titles and headings to sections and paragraphs herein are inserted for convenience of reference only and are not intended to be a part of or to affect the meaning or interpretation of this Agreement.

DATED this _____ day of _____, 2012.

Suzanne Weber, Mayor
City of Tillamook

Chamber President

ATTEST:

Abigail Donowho, City Recorder

**Chamber DRAFT #5 CITY OF TILLAMOOK
TOURISM PROMOTION AGREEMENT**

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2. Payment. Monies payable under paragraph 1 shall be transmitted by City to Chamber monthly, by the 15th day of the following month based upon the actual receipts received during the month prior.

3. Promotions Program. Annually, the Chamber shall develop and implement a tourism promotions program designed to promote Tillamook as the regional center and highlight attractions in such a way to enhance the City. All expenditures must follow guidelines set forth by ORS 320.350.5a and be defined as such set forth in ORS 320.300. By definition of these regulations, the Chamber may fund any of the following activities: advertising, publicizing or distributing of information for the purpose of attracting and welcoming tourists; conducting strategic planning and research necessary to stimulate future tourism development; operating tourism promotion agencies; marketing special events and festivals designed to attract tourists; a visitor information center. The initial promotions program shall be presented to the Council, along with any baseline data available, during the Use of Funds Report described in Section 7 on or before May 30th, 2013 and amendments shall be presented every year thereafter. The proposed program and amendments shall be ratified by the City Council **at that time. before implementation.**

4. Use of Funds. All funds paid by City under this Agreement shall be disbursed for expenses related to, or in support of, tourism promotions; provided that no more than 30% of the fees paid to the Chamber shall be used for payroll costs.

5. Chamber of Commerce Visitor Center and Transit Center Hours. The Tillamook Area Chamber of Commerce shall operate a visitors center year round on behalf of the City of Tillamook. Chamber shall staff the visitors center no less than 2000 hours annually. Chamber

CHAMBER'S COUNTER 08/03/2012

also agrees to provide promotional materials at both Chamber of Commerce Visitors Center and Transit Center that are to be available 24 hours.

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Should the Chamber fail to meet the Room Occupancy benchmark during the third year of this agreement, or any year thereafter, it shall provide reasonable evidence to council that it was beyond the control of the Promotions Program to do so.

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Should the Council find ~~it to be unreasonable that the~~ Chamber did not meet set benchmarks and provide reasonable evidence that the cause was beyond the control of the Promotions Program, Council may amend or terminate current agreement. Notwithstanding any terms to the contrary set forth in section 17 of this agreement, termination in such cases shall be subject to a 45-day notice in writing.

9. *Chamber Covenants.* Chamber, in receiving monies from City and in providing services to City hereunder shall:

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9.2 Not discriminate in providing services hereunder on the basis of age, race, sex, color, religion, or national origin.

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CHAMBER'S COUNTER 08/03/2012

Tourism Promotion Agreement signed in October 2010 (City Agreement number 356), and the amendment to the agreement signed in June 2011 (City Agreement number 380).

Paul, there is still some discussion here and we will be holding it on Friday at our board meeting. So if I am reading this right: Currently the Chamber in 2015 has to request a new contract for any and all TRT it wants. So what this does is make sure that at least until 2015 we will not lose the 10%. But say in year 4 (2016) council decides to terminate this new contract we lose everything and at that time re-apply just as if we would have had to in 2015 under the current contract.

18. Titles and Headings. Titles and headings to sections and paragraphs herein are inserted for convenience of reference only and are not intended to be a part of or to affect the meaning or interpretation of this Agreement.

DATED this _____ day of _____, 2012.

Suzanne Weber, Mayor
City of Tillamook

Chamber President

ATTEST:

Abigail Donowho, City Recorder

Monthly Report to Mayor and Council
Police Department
July 2012

- Kurt Vanderhoff has started the academy and should be back for field training in November. We are now looking at several recent applicants that are working in other law enforcement agencies in the state right now, that have applied to come to work for us. We are working on the background right now on a candidate that, if hired, would not have to go to the academy and would start on a shortened Field Training Program. We will keep you updated.
- The 4th of July had no major issues. I have talked with the Fire Chief and we will be looking at some type of program for next year because of the concern for illegal fireworks and safety, in the community.
- We met with the City Manager and a representative of Ecology and Environment, Inc, to look at updating our Incident response Plan for the City. This will bring our plan more in line with other emergency plans throughout the stat. This is an exciting project. This is being funded by a grant that was secured by the City Manager.
- We are still managing 24 hour coverage with the help of the Sheriff's Department. The partnership is working well to date. We will continue as needed until our staffing levels improve. So far we only had to have two shifts covered in July and possibly that many again in August.
- Brenda is busy and has identified about 50 properties in the last couple of months, in regards to ordinance violations. We have several properties that have been difficult because they are in transition from property owner to bank or bank to bank. I have attached a list.
- We are working on using a server at 911 for our computer service. Our server and associated hardware is failing. This would save us having to purchase and maintain a new server. The transition is almost complete. The changeover to Justice Court has been very smooth with no issues to date.
- There have been no major issues with the traffic construction on 3rd Street to date. We have been able to access addresses for emergency calls.

ADDRESS	GRASS	JUNK/DEBRIS	INOPERABLE VEHICLES	LETTER SENT	DONE
Stillwell Ave.	X			X	X
Evergreen Dr.	X			X	X
9th St.	X			X	X
Faircrest	X			X	X
Treemont	X			X	X
Treemont	X			X	X
Gingko	X			X	X
7th St.	X			X	X
7th St.	X		Bank Owned	X	
Filbert	X				X
6th St.	X				X
Elmwood	X				X
Dogwood	X				X
Glenview	X				X
9th St.	X		Bank Owned	X	
& Evergreen	X			call	X
Main Ave.	X			X	X
Main Ave.	X			X	X
1st.	Shrub			X	X
Miller Ave.	X		Bank Owned	X	
Birch	X			X	X
9th St.	X		Bank Owned	X	
9th St.	X			X	X
7th St.	X	X		X	
Linden Dr.	trees			X	X
Brookfield/glenview	X			X	X
7th St.	Hedge			X	X
Ivy	X			X	X
Linden Dr.	X			X	X
5th St.	X			X	X
5th St.		Graffiti		X	X
Main Ave.		Graffiti		X	X
Manor	X			X	X
Manor	X			X	X
10th	X			X	X
Elm Ave.	trees	at corner		X	X
Evergreen	X			X	X
4th St.	X			X	X
1st St.	X			X	X
Miller	X		Bank Owned	X-returned	
behind 6th	X			X	
5th St.	X			X	
Alder Lane	X			X	
Stillwell Ave.	X			X	

7-30-12

Memo

City of Tillamook
210 Laurel Avenue
Tillamook, OR 97141



To: Honorable Mayor and City Council Members

From: David Mattison, City Planner *DM*

Date: August 2, 2012

Re: July 2012 Monthly Report City Planning Department

◆ **Building/Zoning Permits issued:**

- ▶ Interior Remodel at 2605 Twelfth Street (Tillamook High School),
- ▶ Reroof at 2303 Tenth Street,
- ▶ New Medical Office Building at 1100 Third Street,
- ▶ New Single Family Dwelling & Accessory Structure at 3606 Walnut Lane,
- ▶ Reconstruction of SFD at 1810 Ninth Street,
- ▶ Accessory Structure (Electric Car Charging Station at 1902 Third Street,
- ▶ Interior Remodel at 102 Main Avenue,
- ▶ Residential Addition at 4110 Third Street,
- ▶ Demolition of City Shops at 108 Birch Avenue.

◆ **Sign Permits issued:**

- ▶ Freestanding and wall signs for Goodwill Retail Store,
- ▶ Fireworks Stand Signs (2) at Fred Meyer,
- ▶ Wall sign at Papa Murphy's.

◆ **Special Projects:**

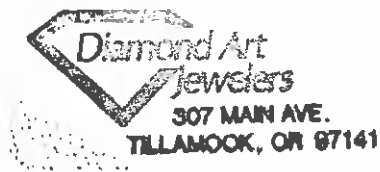
- ▶ Street Vacation for portions of Ash Avenue and Second Street (Hospital),
- ▶ Truck Route Ordinance,
- ▶ Zoning Ordinance #979 Selected Section Amendments,
- ▶ Comprehensive Plan Amendment – notice to State for first hearing August 2, 2012.

◆ **Meetings/Correspondence:**

- ▶ Meeting with Jan Stewart, Planning Commission Chair, regarding PC Agenda and Zoning Ordinance Amendments (07/09/12),
- ▶ Planning Commission Hearings (06/07/12 & 06/28/12),
- ▶ Stakeholder Advisory Committee Meeting for ODOT 101/6 project (07/16/12),
- ▶ Project Management Team meeting (07/17/12),
- ▶ Planning Commission Meeting (07/19/12),
- ▶ Tech Advisory Committee Meeting for EOA w/ Eco NW (07/31/12),

◆ **Upcoming Event and Changes:**

- ▶ Planning Commission Meetings
 - Zoning Ordinance Amendment Workshop (08/16/12),
 - Comprehensive Plan Amendment First Evidentiary Hearing (08/02/12),
- ▶ Implementation of new land use fee schedule – July 1, 2012 (*includes 1.1% Community Development Fee – based on project valuation*).



City Manager Paul,

MAYOR Sue + the Entire
City of Tillamook Council

Dear Paul, Sue + Council Members,

Well there you go again,

By sponsoring the "MAYOR'S Cup" trophy
for this year's JUNE DAIRY PARADE, you FINANCIALLY
enabled our committee to put on ANOTHER
SUCCESSFUL event in our SPECIAL little town.

WE CAN NEVER STOP THANKING you enough
FOR YOUR SUPPORT.

Tom CONNAUGHTON and the Tillamook
JUNE DAIRY PARADE + FESTIVALS Committee